

MAPLE GROVE TRANSIT COMMISSION

6:30 P.M.

September 30, 2014

Mayors Conference Room

Maple Grove Government Center

- A. Call to Order by Chair / Introductions
- B. Open Forum
- C. Approval of Minutes: May 27, 2014
- D. Discussion of Routes and Statistics
- E. Recruitment of Transit Commissioners
- F. New Federal Reporting Requirements
- G. Articulated Bus Procurement
- H. Adjournment / Next Meeting: November 25, 2014

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: 9/30/14

Item Number: A.

Agenda Item: Call to Order / Roll Call

The Regular Meeting was called to order by Transit Commission Chair

_____ at _____ p.m.

Committee Members Present:

Committee Members Absent:

Also Present:

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: 9/30/14

Item Number: B.

Agenda Item: Open Forum

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: 9/30/14

Item Number: C.

Agenda Item: Approval of Minutes

Motion by Commission Member _____ and Second by Commission Member _____ to approve, or approve as amended the meeting minutes of the:

- May 27, 2014

MAPLE GROVE TRANSIT COMMISSION
City of Maple Grove
Meeting of May 27, 2014

MINUTES

Members Present: Terry Coss, Mandy Knudsen, Teri Anderson, Jaime Renner, and Mark Davison.

Members Absent: none

Also Present: Mike Opatz-City of Maple Grove, Steve Jaeger-Metro Transit, and Jay Kluge-Metro Transit.

Call to Order

Transit Commission Chair Terry Coss called the meeting to order at 6:32 p.m.

Open Forum

No one from the public spoke during the open forum.

Approve Minutes

Chair Terry Coss called for a motion to approve the meeting minutes from March 25, 2014. Teri Anderson made the motion and Jaime Renner seconded the motion, and the minutes were approved.

Discussion of Routes and Statistics

Opatz reviewed the monthly ridership summaries for March and April 2014, plus the most recent daily ridership reports for March 2014. Opatz noted that severe winter weather and school closing affected ridership in January, but reviewed the 2014 ridership total through April compared to January through April 2013 stating that we are down by less than one percent.

The Commissioners had the following reports:

- Teri Anderson – No Route 781 issues on the buses, but mentioned the incident of flyers on vehicles at the Transit Station. The firm was targeting vehicles that had child safety seats. Opatz stated that he called the company informing them that the distribution of materials was not allowed.
- Mark Davison –No major Route 789 issues, but stated that we need to make sure we have adequately sized buses on the Route 789 when the service resumes in the fall.
- Mandy Knudsen – All is good with the operations on the Route 780. There is a group of rider that converse quite loudly and the driver reminded them to keep their voices low.

- Jaime Renner – Route 785 service is going well, but asked about the progress on the Parkway Station Phase 2 construction project. Opatz stated that the 2nd level is now open, but the contractor still has work on to do on the landscaping, ramp painting, fence, and punch list items.
- Terry Coss – No issues and all is going well on the Route 783. There is construction at 4th Street and Nicollet that hampers the inbound bus stop. If the “sidewalk Closed” sign was moved a few feet that might help.

Automated On-Board Bus Stop Annunciators

Opatz stated that Metro Transit is about to embark on a plan to install Automated On-Board Bus Stop Annunciators on its entire fleet that would automatically call out bus stops and cross streets. The device can be programmed to make other announcements like route identifications, landmarks, and other special messages. However, the primary goal of the initiative is to improve compliance with the federal Americans With Disabilities Act (ADA) related to bus stop announcements and identification for persons with disabilities.

Metro Transit will convert the fleet over a few years. Maple Grove’s newest buses would be converted within the next year or so. However, some of the older buses would not get the devices installed until the bus is replaced. That means it could be 2018 before all Maple Grove buses are equipped with the annunciators. Opatz said that he was only introducing the topic tonight and more information would be forthcoming over the next few months.

Route 785 Ridership Loads

Opatz said that a few Route 785 customers have e-mailed and called to express concern with full and overloaded buses. Riders have been requesting more trips to provide more seating capacity and the convenience of more trip options especially in light of the ramp being constructed at Parkway Station.

Opatz reviewed a spreadsheet showing the ridership loads for the period of April 21 through April 23. The middle of the rush hour has the most demand. My response to the riders indicates that Maple Grove Transit is challenged in what we can do to address these overloads, especially for the trips that are in the middle of the rush hour period.

The 7:15 a.m. trip was switched from a coach bus to an articulated bus on May 12, which has provided some relief. The next time schedule adjustments can be made is for the service changes effective August 25. The regional process requires long lead times and the deadline for June 14 service changes have come and gone. For the August 25 round of service changes, I plan to make some trip time changes by a couple minutes for p.m. trips 3 and 4 to help even out the ridership loads. Opatz passed out a sheet with a draft of possible trip time changes.

Over the next couple of weeks, I will be taking another close look to see what other budget neutral or low impact changes that could take place to help remedy the situation. There does

appear to be a slight migration of riders from the Route 781 to the Route 785. It is possible some of the Route 781 resources could be reallocated to the Route 785, but that needs to be done very carefully such that overloads are not created on the Route 781.

Opatz stated that it would be great to add new trips and at some point the goal is to start adding some fill-in trips to provide greater flexibility and additional seating capacity. However, the operating budget and fleet availability make this a challenge right now. We are working on getting four expansion buses, but those likely will not be delivered until mid 2015.

Adjourn / Next Meeting

- Next Scheduled Regular Meeting: *To be determined.*
- Being no other business, the meeting was adjourned at 7:30 p.m.
- Minutes submitted by Mike Opatz, Transit Administrator.

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: 5/27/14

Item Number: D.

Agenda Item: Discussion of Routes and Statistics

Recommended Committee Action: Discussion

A. Ridership Report

The monthly ridership summaries for July and August 2014 are attached, plus the most recent daily ridership reports. The table below is the 2014 ridership total through August compared to through August 2013:

	2013	2014	Percent Change
Jan	72,475	67,970	-6.22%
Feb	68,143	69,878	2.55%
Mar	69,010	71,514	3.63%
Apr	76,641	74,877	-2.30%
May	71,021	68,275	-3.87%
Jun	64,299	67,015	4.22%
Jul	67,328	69,328	2.97%
Aug	68,990	64,713	-6.20%
Total	557,907	553,570	-0.78%

B. Member Comments

- The Transit Commission members report on events and issues related to the route they represent.

Maple Grove Transit - Ridership Summary										July 2014	
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Ridership Analysis	Total	781	782	780	783	785	788	Dial-A-Ride	787	Rt 789
Rides Current Month -	69,328	36,492	4,111	2,715	5,750	16,467	573	2,968	252	0
Avg Daily Riders - 21 days	3,301	1,738	196	129	274	784	27	141	12	0

Previous Month: Avg. Daily Riders 3,191

Ridership Comparison	Total	781	782	780	783	785	788	Dial-A-Ride	787	Rt 789
Rides Previous Month	67,015	35,653	3,980	2,680	5,374	15,879	354	2,830	265	0
% Change	3%	2%	3%	1%	7%	4%	62%	5%	-5%	#DIV/0!
Same Month Prev. Yr.	67,328	37,264	4,119	2,851	5,918	13,737	658	2,464	317	0
% Change	3%	-2%	0%	-5%	-3%	20%	-13%	20%	-21%	#DIV/0!

Maple Grove Transit - Ridership Summary

August 2014

Ridership Analysis	Total	781	782	780	783	785	788	Dial-A-Ride	787	Rt 789
Rides Current Month -	64,713	33,948	3,898	2,579	5,181	15,332	520	2,993	262	0
Avg Daily Riders - 21 days	3,082	1,617	186	123	247	730	25	143	12	0

3,301

Previous Month: Avg. Daily Riders

Ridership Comparison	Total	781	782	780	783	785	788	Dial-A-Ride	787	Rt 789
Rides Previous Month	69,328	36,492	4,111	2,715	5,750	16,467	573	2,968	252	0
% Change	-7%	-7%	-5%	-5%	-10%	-7%	-9%	1%	4%	#DIV/0!
Same Month Prev. Yr.	68,990	38,453	4,181	2,872	6,226	13,960	568	2,503	227	0
% Change	-6%	-12%	-7%	-10%	-17%	10%	-8%	20%	15%	#DIV/0!

Maple Grove August 2014 Week "1"

Pick Eff 06/14/14					Mon - Fri			
					Mon - Fri		Mon - Thu	
					Total	Avg	Total	Avg
Route	Trip Time	Trip #	Run #	0801		1		0
780	553AM	1	3420	11	11	11	0	0
	625AM	2	3437	13	13	13	0	0
	656AM	3	3030	18	18	18	0	0
	728AM	4	3420	16	16	16	0	0
AM Totals					58	58	0	0
780	335PM	1	3430	17	17	17	0	0
	404PM	2	3029	14	14	14	0	0
	432PM	3	3403	11	11	11	0	0
	514PM	4	3024	6	6	6	0	0
PM Totals					48	48	0	0
780 Total					106	106	0	0
781	546AM	1	3414	34	34	34	0	0
	542AM	2	3409	26	26	26	0	0
	553AM	3	3416	23	23	23	0	0
	622AM	4	3434	23	23	23	0	0
	610AM	5	3424	35	35	35	0	0
	641AM	6	3446	29	29	29	0	0
	647AM	7	3026	39	39	39	0	0
	654AM	8	3456	37	37	37	0	0
	642AM	9	3443	34	34	34	0	0
	708AM	10	3414	24	24	24	0	0
	710AM	11	3402	22	22	22	0	0
	654AM	12	3451	39	39	39	0	0
	722AM	13	3416	51	51	51	0	0
	727AM	14	3035	46	46	46	0	0
	712AM	15	3457	28	28	28	0	0
	738AM	16	3434	34	34	34	0	0
	725AM	17	3409	54	54	54	0	0
	755AM	18	3446	28	28	28	0	0
	804AM	19	3456	36	36	36	0	0
	802AM	20	3424	33	33	33	0	0
	1129AM	21	3044	14	14	14	0	0
AM Totals					689	689	0	0
781	1212PM	1	3044	42	42	42	0	0
	212PM	2	3002	33	33	33	0	0
	309PM	3	3418	70	70	70	0	0
	332PM	4	3458	48	48	48	0	0
	340PM	5	3406	24	24	24	0	0
	351PM	6	3440	32	32	32	0	0
	400PM	7	3423	49	49	49	0	0
	405PM	8	3435	37	37	37	0	0
	407PM	9	3021	14	14	14	0	0
	414PM	10	3446	38	38	38	0	0
	421PM	11	3433	28	28	28	0	0
	424PM	12	3439	17	17	17	0	0
	430PM	13	3418	27	27	27	0	0
	435PM	14	3411	59	59	59	0	0
	441PM	15	3011	7	7	7	0	0
	455PM	16	3067	17	17	17	0	0
	456PM	17	3450	42	42	42	0	0
	504PM	18	3458	24	24	24	0	0
	506PM	19	3406	17	17	17	0	0
	518PM	20	3423	29	29	29	0	0
	532PM	21	3440	19	19	19	0	0
	602PM	22	3439	24	24	24	0	0

Pick Eff 06/14/2014

Bus
Type

Doubles To/From (Before Sort)

40 Foot **to "780" (728/816am)
40 Foot
40 Foot
40 Foot **from "780" (553/633am)

40 Foot **to "782" (505/605pm)
40 Foot
40 Foot
40 Foot

Artic **to "781-A" (708/800am)
** Artic **to "781" (725/818am)
40' - Artic **to "781" (722/755am)
Coach **to 781 (738/811m)
Artic **to "781-A" (802/857am)
Artic **to "781" (755/828am)
Coach
Artic **to "781" (804/837am)
Artic
Artic **from "781" (546/616am)
Coach from 782 (530/622am)
** Artic
Artic **from "781" (553/644am)
Artic
Artic
Coach **from "781" (622/655am)
Artic **from "781" (542/632am)
Artic **from "781" (641/714am)
Artic **from "781" (654/727am)
Artic **from "781-A" (610/703am)
40 Foot **to "781" (1212/1240pm)

40 Foot **from "781" (1129/1153am)
40 Foot
Artic **to "781" (430/507pm)
Artic **to "781-A" (504/601pm)
40' - Artic **to "781" (506/543pm)
Artic **to "781-A" (532/626pm)
Artic **to "781" (518/555pm)
Coach
Coach
Coach to 782 (534/632pm)
Coach to 783 (539/629pm)
Coach **to "781-A" (602/655pm)
Artic **from "781" (309/345pm)
Artic
Coach
Artic
Artic **to "781" (632/710pm)
Artic **from "781-A" (332/428pm)
Artic **from "781" (340/416pm)
40' - Artic **from "781" (400/436pm)
Artic **from "781-A" (351/446pm)
Coach **from "781-A" (424/521pm)

	632PM	23	3450	15	15	15	0	0
PM Totals				712	712	712	0	0
781 Total				1,401	1,401	1,401	0	0
782	530AM	1	3402	7	7	7	0	0
	559AM	2	3417	26	26	26	0	0
	627AM	3	3435	12	12	12	0	0
	657AM	4	3453	23	23	23	0	0
	723AM	5	3459	15	15	15	0	0
AM Totals				83	83	83	0	0
782	336PM	1	3024	22	22	22	0	0
	406PM	2	3436	12	12	12	0	0
	436PM	3	3410	18	18	18	0	0
	505PM	4	3430	18	18	18	0	0
	534PM	5	3448	2	2	2	0	0
PM Totals				72	72	72	0	0
782 Total				155	155	155	0	0
783	533AM	1	3405	9	9	9	0	0
	601AM	2	3419	14	14	14	0	0
	628AM	3	3436	27	27	27	0	0
	658AM	4	3452	23	23	23	0	0
	728AM	5	3405	22	22	22	0	0
	821AM	6	3436	11	11	11	0	0
AM Totals				106	106	106	0	0
783	338PM	1	3460	20	20	20	0	0
	410PM	2	3425	29	29	29	0	0
	439PM	3	3424	17	17	17	0	0
	509PM	4	3460	11	11	11	0	0
	539PM	5	3433	8	8	8	0	0
PM Totals				85	85	85	0	0
783 Total				191	191	191	0	0
785	525AM	1	3401	10	10	10	0	0
	548AM	2	3412	21	21	21	0	0
	623AM	3	3429	30	30	30	0	0
	648AM	4	3447	31	31	31	0	0
	702AM	5	3401	34	34	34	0	0
	715AM	6	3412	42	42	42	0	0
	730AM	7	3033	36	36	36	0	0
	745AM	8	3429	33	33	33	0	0
	800AM	9	3417	27	27	27	0	0
	818AM	10	3447	24	24	24	0	0
	835AM	11	3435	20	20	20	0	0
AM Totals				308	308	308	0	0
785	308PM	1	3434	41	41	41	0	0
	333PM	2	3551	48	48	48	0	0
	403PM	3	3037	49	49	49	0	0
	411PM	4	3065	23	23	23	0	0
	434PM	5	3431	40	40	40	0	0
	448PM	6	3434	18	18	18	0	0
	502PM	7	3551	35	35	35	0	0
	533PM	8	3037	26	26	26	0	0
	603PM	9	3431	6	6	6	0	0
PM Totals				286	286	286	0	0
785 Total				594	594	594	0	0
Grand Total				2,447	2,447	2,447	0	0

40' - Artic **from "781" (456/552pm)

40' - Coach **to "781" (710/743am)

40' - Coach **to "785" (800/839am)

40 Foot

40 Foot

40 Foot

40 Foot

40 Foot

40 Foot

40 Foot **from "781" (335/420pm)

40' - Coach **from "781" (414/451pm)

40 Foot **to "783" (728/823am)

Coach

Coach **to "783" (821/858am)

Coach

40 Foot **from "783" (533/620am)

Coach **from "783" (628/723am)

Coach **to "783" (509/603pm)

Coach

Coach

Coach **from "783" (338/425pm)

40' - Coach from "781" (421/458pm)

** Coach **to "785" (702/739am)

** Artic **to "785" (716/754am)

Coach **to "785" (745/824am)

** Artic **to "785" (818/854am)

Coach **from "785" (525/555am)

Coach **from "785" (548/619am)

Coach

Coach **from "785" (623/654am)

Coach from "782" (559/652am)

** 40' - Artic **from "785" (648/724am)

40 Foot **from "782" (627/722am)

40' - Coach to "785" (448/532pm)

** Artic **to "785" (502/546pm)

Artic **to "785" (533/615pm)

Coach

Artic **to "785" (603/645pm)

Coach **from "785" (308/347pm)

Artic **from "785" (333/412pm)

** 40' - Artic **from "785" (403/446pm)

40' - Artic **from "785" (434/518pm)

100.00% 100.00%

106	106	780
1,401	1,401	781-A

Maple Grove August 2014 Week "2"

Pick Eff 06/14/14									Mon - Fri	Mon - Fri	Mon - Thu	Mon - Thu	Bus Type
									Total	Avg	Total	Avg	
Route	Trip Time	Trip #	Run #	0804	0805	0806	0807	0808		5		4	
780	553AM	1	3420	15	17	15	15	12	74	15	62	16	40 Foot
	625AM	2	3437	13	15	16	19	19	82	16	63	16	40 Foot
	656AM	3	3030	16	16	15	15	15	77	15	62	16	40 Foot
	728AM	4	3420	15	19	19	18	17	88	18	71	18	40 Foot
AM Totals				59	67	65	67	63	321	64	258	65	
780	335PM	1	3430	9	14	12	12	17	64	13	47	12	40 Foot
	404PM	2	3029	20	17	24	24	18	103	21	85	21	40 Foot
	432PM	3	3403	14	20	22	20	7	83	17	76	19	40 Foot
	514PM	4	3024	14	13	8	10	9	54	11	45	11	40 Foot
PM Totals				57	64	66	66	51	304	61	253	63	
780 Total				116	131	131	133	114	625	125	511	128	
781	546AM	1	3414	38	42	33	38	28	179	36	151	38	Artic
	542AM	2	3409	40	44	33	36	31	184	37	153	38	** Artic
	553AM	3	3416	39	26	28	20	48	161	32	113	28	40' - Artic
	622AM	4	3434	31	42	34	34	18	159	32	141	35	Coach
	610AM	5	3424	38	44	38	42	28	190	38	162	41	Artic
	641AM	6	3446	50	49	47	47	41	234	47	193	48	Artic
	647AM	7	3026	40	49	50	36	32	207	41	175	44	Coach
	654AM	8	3456	37	40	36	44	25	182	36	157	39	Artic
	642AM	9	3443	56	58	56	54	41	265	53	224	56	Artic
	708AM	10	3414	37	42	38	34	51	202	40	151	38	Artic
	710AM	11	3402	42	48	24	28	30	172	34	142	36	Coach
	654AM	12	3451	44	38	42	49	30	203	41	173	43	** Artic
	722AM	13	3416	40	48	63	50	52	253	51	201	50	Artic
	727AM	14	3035	42	41	42	45	27	197	39	170	43	Artic
	712AM	15	3457	42	39	37	52	50	220	44	170	43	Artic
	738AM	16	3434	30	41	34	32	14	151	30	137	34	Coach
	725AM	17	3409	39	43	55	52	31	220	44	189	47	Artic
	755AM	18	3446	50	49	48	40	36	223	45	187	47	Artic
	804AM	19	3456	36	39	35	40	40	190	38	150	38	Artic
	802AM	20	3424	38	43	48	48	36	213	43	177	44	Artic
	1129AM	21	3044	14	12	29	24	8	87	17	79	20	40 Foot
AM Totals				823	877	850	845	697	4,092	818	3,395	849	
781	1212PM	1	3044	14	12	18	20	40	104	21	64	16	40 Foot
	212PM	2	3002	22	27	25	41	54	169	34	115	29	40 Foot
	309PM	3	3418	43	40	40	49	56	228	46	172	43	Artic
	332PM	4	3458	44	40	37	50	50	221	44	171	43	Artic
	340PM	5	3406	22	29	24	31	14	120	24	106	27	40' - Artic
	351PM	6	3440	37	42	56	41	43	219	44	176	44	Artic
	400PM	7	3423	54	57	49	33	28	221	44	193	48	Artic
	405PM	8	3435	41	47	35	32	23	178	36	155	39	Coach
	407PM	9	3021	40	47	51	39	13	190	38	177	44	Coach
	414PM	10	3446	23	51	18	23	30	145	29	115	29	Coach
	421PM	11	3433	38	49	29	46	36	198	40	162	41	Coach
	424PM	12	3439	56	60	65	30	29	240	48	211	53	Coach
	430PM	13	3418	20	42	25	44	19	150	30	131	33	Artic
	435PM	14	3411	61	52	57	50	47	267	53	220	55	Artic
	441PM	15	3011	60	53	36	62	22	233	47	211	53	Coach
	455PM	16	3067	56	61	46	39	56	258	52	202	51	Artic
	456PM	17	3450	27	35	19	64	0	145	29	145	36	Artic
	504PM	18	3458	44	35	40	29	16	164	33	148	37	Artic
	506PM	19	3406	22	12	23	16	9	82	16	73	18	Artic
	518PM	20	3423	42	52	23	35	14	166	33	152	38	40' - Artic

	532PM	21	3440	37	39	41	33	22	172	34	150	38	Artic
	602PM	22	3439	38	23	57	50	39	207	41	168	42	Coach
	632PM	23	3450	27	28	24	29	0	108	22	108	27	40' - Artic
PM Totals				868	933	838	886	660	4,185	837	3,525	881	
781 Total				1,691	1,810	1,688	1,731	1,357	8,277	1,655	6,920	1,730	
782	530AM	1	3402	8	6	9	6	4	33	7	29	7	40' - Coach
	559AM	2	3417	22	32	28	26	21	128	26	107	27	40' - Coach
	627AM	3	3435	23	24	22	24	10	103	21	93	23	40 Foot
	657AM	4	3453	26	31	30	28	24	139	28	115	29	40 Foot
	723AM	5	3459	17	18	15	20	18	88	18	70	18	40 Foot
AM Totals				96	111	104	103	77	491	98	414	104	
782	336PM	1	3024	26	25	30	24	18	123	25	105	26	40 Foot
	406PM	2	3436	18	34	27	22	20	121	24	101	25	40 Foot
	436PM	3	3410	25	26	21	30	21	123	25	102	26	40 Foot
	505PM	4	3430	13	11	16	11	6	57	11	51	13	40 Foot
	534PM	5	3446	27	19	14	10	4	74	15	70	18	40' - Coach
PM Totals				109	115	108	97	69	498	100	429	107	
782 Total				205	226	212	200	146	989	198	843	211	
783	533AM	1	3405	10	10	10	11	9	50	10	41	10	40 Foot
	601AM	2	3419	14	18	18	18	13	81	16	68	17	Coach
	628AM	3	3436	24	24	24	23	16	111	22	95	24	Coach
	658AM	4	3452	34	37	35	39	35	180	36	145	36	Coach
	728AM	5	3405	40	36	31	26	19	152	30	133	33	40 Foot
	821AM	6	3436	20	23	18	15	13	89	18	76	19	Coach
AM Totals				142	148	136	132	105	663	133	558	140	
783	338PM	1	3460	22	15	19	21	33	110	22	77	19	Coach
	410PM	2	3425	29	38	36	40	22	165	33	143	36	Coach
	439PM	3	3424	47	42	40	32	15	176	35	161	40	Coach
	509PM	4	3460	39	34	19	22	14	128	26	114	29	Coach
	539PM	5	3433	9	13	8	11	9	50	10	41	10	40' - Coach
PM Totals				146	142	122	126	93	629	126	536	134	
783 Total				288	290	258	258	198	1,292	258	1,094	274	
785	525AM	1	3401	17	17	17	17	6	74	15	68	17	** Coach
	548AM	2	3412	26	26	29	23	21	125	25	104	26	** Artic
	623AM	3	3429	32	32	40	29	27	160	32	133	33	Coach
	648AM	4	3447	34	38	41	50	38	201	40	163	41	** Artic
	702AM	5	3401	46	39	46	37	34	202	40	168	42	Coach
	715AM	6	3412	60	32	58	55	32	237	47	205	51	Coach
	730AM	7	3033	61	83	48	61	41	294	59	253	63	Coach
	745AM	8	3429	57	61	55	40	25	238	48	213	53	Coach
	800AM	9	3417	36	36	33	35	35	175	35	140	35	Coach
	818AM	10	3447	31	31	33	28	16	139	28	123	31	** 40' - Artic
	835AM	11	3435	26	28	26	35	18	133	27	115	29	40 Foot
AM Totals				426	423	426	410	293	1,978	396	1,685	421	
	308PM	1	3434	38	32	33	34	53	190	38	137	34	40' - Coach
	333PM	2	3551	46	45	48	38	31	208	42	177	44	** Artic
	403PM	3	3037	60	62	72	58	52	304	61	252	63	Artic
	411PM	4	3065	45	33	45	32	26	181	36	155	39	Coach
	434PM	5	3431	63	62	67	61	31	284	57	253	63	Artic
	448PM	6	3434	42	42	35	36	26	181	36	155	39	Coach
	502PM	7	3551	40	54	55	57	31	237	47	206	52	Artic
	533PM	8	3037	33	45	33	37	18	166	33	148	37	** 40' - Artic
	603PM	9	3431	32	22	32	27	9	122	24	113	28	40' - Artic
PM Totals				399	397	420	380	277	1,873	375	1,596	399	
785 Total				825	820	846	790	570	3,851	770	3,281	820	
Grand Total				3,125	3,277	3,135	3,112	2,385	15,034	3,007	12,649	3,162	

Maple Grove August 2014 Week "3"

									Mon - Fri	Mon - Fri	Mon - Thu	Mon - Thu	Bus Type
Pick Eff 06/14/14									Total	Avg	Total	Avg	
Route	Trip Time	Trip #	Run #	0811	0812	0813	0814	0815		5		4	
780	553AM	1	3420	9	9	14	14	11	57	11	46	12	40 Foot
	625AM	2	3437	38	17	17	18	12	102	20	90	23	40 Foot
	656AM	3	3030	19	21	13	21	19	93	19	74	19	40 Foot
	728AM	4	3420	18	27	24	21	13	103	21	90	23	40 Foot
AM Totals				84	74	68	74	55	355	71	300	75	
780	335PM	1	3430	6	7	16	14	11	54	11	43	11	40 Foot
	404PM	2	3029	20	26	18	25	20	109	22	89	22	40 Foot
	432PM	3	3403	19	21	15	16	15	86	17	71	18	40 Foot
	514PM	4	3024	12	19	12	8	8	59	12	51	13	40 Foot
PM Totals				57	73	61	63	54	308	62	254	64	
780 Total				141	147	129	137	109	663	133	554	139	
781	542AM	2	3409	30	38	33	41	24	166	33	142	36	** Artic
	546AM	1	3414	32	36	40	42	30	180	36	150	38	Artic
	553AM	3	3416	23	60	27	29	24	163	33	139	35	40' - Artic
	610AM	5	3424	40	32	42	37	29	180	36	151	38	Artic
	622AM	4	3434	26	42	28	27	20	143	29	123	31	Coach
	641AM	6	3446	38	56	46	39	26	205	41	179	45	Artic
	642AM	9	3443	54	49	55	58	37	253	51	216	54	Artic
	647AM	7	3026	36	52	35	36	25	184	37	159	40	Coach
	654AM	12	3451	39	50	55	36	34	214	43	180	45	** Artic
	654AM	8	3456	47	48	49	41	45	230	46	185	46	Artic
	708AM	10	3414	36	38	40	45	27	186	37	159	40	Artic
	710AM	11	3402	21	33	29	22	29	134	27	105	26	Coach
	712AM	15	3457	48	39	50	42	29	208	42	179	45	Artic
	722AM	13	3416	52	66	50	49	41	258	52	217	54	Artic
	725AM	17	3409	40	41	49	56	36	222	44	186	47	Artic
	727AM	14	3035	68	39	39	49	35	230	46	195	49	Artic
	738AM	16	3434	28	40	47	35	32	182	36	150	38	Coach
	755AM	18	3446	53	54	52	51	35	245	49	210	53	Artic
	802AM	20	3424	56	51	49	47	35	238	48	203	51	Artic
	804AM	19	3456	43	35	41	43	27	189	38	162	41	Artic
	1129AM	21	3044	10	8	9	13	7	47	9	40	10	40 Foot
AM Totals				820	907	865	838	627	4,057	811	3,430	858	
781	1212PM	1	3044	15	13	16	28	41	113	23	72	18	40 Foot
	212PM	2	3002	25	34	27	24	42	152	30	110	28	40 Foot
	309PM	3	3418	34	42	45	42	67	230	46	163	41	Artic
	332PM	4	3458	47	54	49	51	55	256	51	201	50	Artic
	340PM	5	3406	25	22	25	30	27	129	26	102	26	40' - Artic
	351PM	6	3440	58	41	48	47	31	225	45	194	49	Artic
	400PM	7	3423	43	49	54	65	46	257	51	211	53	Artic
	405PM	8	3435	51	39	48	23	15	176	35	161	40	Coach
	407PM	9	3021	42	39	35	38	19	173	35	154	39	Coach
	414PM	10	3446	23	27	22	26	22	120	24	98	25	Coach
	421PM	11	3433	47	62	48	53	47	257	51	210	53	Coach
	424PM	12	3439	23	36	42	34	21	156	31	135	34	Coach
	430PM	13	3418	60	36	40	53	28	217	43	189	47	Artic
	435PM	14	3411	42	50	63	30	22	207	41	185	46	Artic
	441PM	15	3011	27	53	41	46	32	199	40	167	42	Coach
	455PM	16	3067	70	30	55	18	15	188	38	173	43	Artic
	456PM	17	3450	35	59	29	60	35	218	44	183	46	Artic
	504PM	18	3458	40	54	59	34	18	205	41	187	47	Artic
	506PM	19	3406	18	27	21	20	16	102	20	86	22	Artic
	518PM	20	3423	58	35	38	43	17	191	38	174	44	40' - Artic
	532PM	21	3440	45	33	44	30	22	174	35	152	38	Artic
	602PM	22	3439	23	37	35	31	17	143	29	126	32	Coach
	632PM	23	3450	12	17	27	28	20	104	21	84	21	40' - Artic
PM Totals				863	889	911	854	675	4,192	838	3,517	879	

781 Total				1,683	1,796	1,776	1,692	1,302	8,249	1,650	6,947	1,737	
782	530AM	1	3402	7	11	11	10	3	42	8	39	10	40' - Coach
	559AM	2	3417	23	28	30	26	21	128	28	107	27	40' - Coach
	627AM	3	3435	22	21	25	23	14	105	21	91	23	40 Foot
	657AM	4	3453	29	28	24	25	22	128	26	106	27	40 Foot
	723AM	5	3459	10	18	16	19	13	76	15	63	16	40 Foot
AM Totals				91	106	106	103	73	479	96	406	102	
782	336PM	1	3024	18	24	22	26	23	113	23	90	23	40 Foot
	406PM	2	3436	25	26	25	27	17	120	24	103	26	40 Foot
	436PM	3	3410	23	22	23	23	16	107	21	91	23	40 Foot
	505PM	4	3430	15	16	21	16	10	78	16	68	17	40 Foot
	534PM	5	3446	7	5	6	4	1	23	5	22	6	40' - Coach
PM Totals				88	93	97	96	67	441	88	374	94	
782 Total				179	199	203	199	140	920	184	780	195	
783	533AM	1	3405	15	16	12	15	10	68	14	58	15	40 Foot
	601AM	2	3419	21	18	14	8	8	69	14	61	15	Coach
	628AM	3	3436	33	29	30	31	25	148	30	123	31	Coach
	658AM	4	3452	28	44	46	32	30	180	36	150	38	Coach
	728AM	5	3405	32	31	35	24	22	144	29	122	31	40 Foot
	821AM	6	3436	19	15	14	11	8	67	13	59	15	Coach
AM Totals				148	153	151	121	103	676	135	573	143	
783	338PM	1	3460	14	22	18	15	28	97	19	69	17	Coach
	410PM	2	3425	36	39	44	37	32	188	38	156	39	Coach
	439PM	3	3424	41	46	39	34	12	172	34	160	40	Coach
	509PM	4	3460	31	23	25	13	12	104	21	92	23	Coach
	539PM	5	3433	10	17	13	17	6	63	13	57	14	40' - Coach
PM Totals				132	147	139	116	90	624	125	534	134	
783 Total				280	300	290	237	193	1,300	260	1,107	277	
785	525AM	1	3401	12	17	16	13	11	69	14	58	15	** Coach
	548AM	2	3412	31	32	31	28	16	138	28	122	31	** Artic
	623AM	3	3429	42	34	40	30	34	180	36	146	37	Coach
	648AM	4	3447	43	48	46	56	36	229	46	193	48	** Artic
	702AM	5	3401	50	54	48	48	40	240	48	200	50	Coach
	715AM	6	3412	44	65	50	45	33	237	47	204	51	Coach
	730AM	7	3033	59	48	53	55	35	250	50	215	54	Coach
	745AM	8	3429	42	45	54	42	30	213	43	183	46	Coach
	800AM	9	3417	42	40	35	26	23	166	33	143	36	Coach
	818AM	10	3447	29	23	33	23	14	122	24	108	27	** 40' - Artic
	835AM	11	3435	27	24	22	26	19	118	24	99	25	40 Foot
AM Totals				421	430	428	392	291	1,962	392	1,671	418	
785	308PM	1	3434	39	39	36	33	37	184	37	147	37	40' - Coach
	333PM	2	3551	41	45	38	34	28	186	37	158	40	** Artic
	403PM	3	3037	66	58	60	64	42	290	58	248	62	Artic
	411PM	4	3065	22	42	40	32	19	155	31	136	34	Coach
	434PM	5	3431	77	70	59	59	49	314	63	265	66	Artic
	448PM	6	3434	47	37	39	36	17	176	35	159	40	Coach
	502PM	7	3551	58	65	61	49	43	276	55	233	58	Artic
	533PM	8	3037	35	30	44	28	18	155	31	137	34	** 40' - Artic
	603PM	9	3431	12	21	21	21	7	82	16	75	19	40' - Artic
PM Totals				397	407	398	356	260	1,818	364	1,558	390	
785 Total				818	837	826	748	551	3,780	756	3,229	807	
Grand Total				3,101	3,279	3,224	3,013	2,295	14,912	2,982	12,617	3,154	

20.80% 21.99% 21.62% 20.21% 15.39% 100.00%

663	133		780
8,249	1,650		781-A
920	184		782
1,300	260		783
3,780	756		785
N/A	N/A		789

Maple Grove August 2014 Week "4"

Pick Eff 06/14/14					Mon	Tue	Wed	Thu	Fri	Mon - Fri	Mon - Fri	Mon - Thu	Mon - Thu	Bus Type
Route	Trip Time	Trip #	Run #	0818	0819	0820	0821	0822		Total	Avg	Total	Avg	
780	553AM	1	3420	14	13	13	13	11		64	13	53	13	40 Foot
	625AM	2	3437	12	13	12	14	11		62	12	51	13	40 Foot
	656AM	3	3030	21	18	18	10	13		80	16	67	17	40 Foot
	728AM	4	3420	22	20	21	20	9		92	18	83	21	40 Foot
AM Totals				69	64	64	57	44		298	60	254	64	
780	335PM	1	3430	10	13	12	12	12		59	12	47	12	40 Foot
	404PM	2	3029	18	18	19	12	15		82	16	67	17	40 Foot
	432PM	3	3403	20	21	21	18	17		97	19	80	20	40 Foot
	514PM	4	3024	12	11	13	13	12		61	12	49	12	40 Foot
PM Totals				60	63	65	55	56		299	60	243	61	
780 Total				129	127	129	112	100		597	119	497	124	
781	546AM	1	3414	33	39	31	45	28		176	35	148	37	Artic
	542AM	2	3409	36	35	36	28	24		159	32	135	34	** Artic
	553AM	3	3416	29	34	22	26	19		130	26	111	28	40' - Artic
	622AM	4	3434	26	36	31	28	22		143	29	121	30	Coach
	610AM	5	3424	29	39	31	31	31		161	32	130	33	Artic
	641AM	6	3446	51	44	36	45	36		212	42	176	44	Artic
	647AM	7	3026	43	45	38	35	25		186	37	161	40	Coach
	654AM	8	3456	60	39	44	35	43		221	44	178	45	Artic
	642AM	9	3443	39	50	56	45	34		224	45	190	48	Artic
	708AM	10	3414	39	40	34	31	31		175	35	144	36	Artic
	710AM	11	3402	22	26	29	23	18		118	24	100	25	Coach
	654AM	12	3451	37	52	32	18	35		174	35	139	35	** Artic
	722AM	13	3416	57	60	63	69	52		301	60	249	62	Artic
	727AM	14	3035	41	42	43	56	33		215	43	182	46	Artic
	712AM	15	3457	35	54	52	51	36		228	46	192	48	Artic
	738AM	16	3434	37	45	40	35	24		181	36	157	39	Coach
	725AM	17	3409	47	33	38	35	32		185	37	153	38	Artic
	755AM	18	3446	45	46	46	39	46		222	44	176	44	Artic
	804AM	19	3456	43	43	50	47	36		219	44	183	46	Artic
	802AM	20	3424	52	50	46	46	46		240	48	194	49	Artic
	1129AM	21	3044	15	7	12	11	10		55	11	45	11	40 Foot
AM Totals				816	859	810	779	661		3,925	785	3,264	816	
781	1212PM	1	3044	18	11	22	21	43		115	23	72	18	40 Foot
	212PM	2	3002	13	21	26	27	43		130	26	87	22	40 Foot
	309PM	3	3418	37	40	35	37	49		198	40	149	37	Artic
	332PM	4	3458	41	48	51	59	55		254	51	199	50	Artic
	340PM	5	3406	21	18	27	21	14		101	20	87	22	40' - Artic
	351PM	6	3440	49	51	45	33	28		206	41	178	45	Artic
	400PM	7	3423	73	53	49	64	43		282	56	239	60	Artic
	405PM	8	3435	33	56	47	36	17		189	38	172	43	Coach
	407PM	9	3021	48	47	40	24	54		213	43	159	40	Coach
	414PM	10	3446	17	31	13	22	31		114	23	83	21	Coach
	421PM	11	3433	48	59	44	42	24		217	43	193	48	Coach
	424PM	12	3439	42	39	41	32	26		180	36	154	39	Coach
	430PM	13	3418	47	27	32	35	26		167	33	141	35	Artic
	435PM	14	3411	29	45	39	33	18		164	33	146	37	Artic
	441PM	15	3011	29	35	64	46	29		203	41	174	44	Coach
	455PM	16	3067	60	62	31	18	25		196	39	171	43	Artic
	456PM	17	3450	34	28	66	33	24		185	37	161	40	Artic
	504PM	18	3458	65	45	45	38	37		230	46	193	48	Artic
	506PM	19	3406	32	29	13	13	5		92	18	87	22	Artic
	518PM	20	3423	35	37	43	38	13		166	33	153	38	40' - Artic
	532PM	21	3440	32	40	34	33	25		164	33	139	35	Artic
	602PM	22	3439	34	49	41	27	27		178	36	151	38	Coach
	632PM	23	3450	20	24	30	22	22		118	24	96	24	40' - Artic
PM Totals				857	895	878	754	678		4,062	812	3,384	846	

781 Total				1,673	1,754	1,688	1,533	1,339	7,987	1,597	6,648	1,662	
782	530AM	1	3402	11	12	8	11	5	47	9	42	11	40' - Coach
	559AM	2	3417	24	23	23	21	20	111	22	91	23	40' - Coach
	627AM	3	3435	17	20	22	18	15	92	18	77	19	40 Foot
	657AM	4	3453	26	37	29	16	18	126	25	108	27	40 Foot
	723AM	5	3459	19	23	19	17	11	89	18	78	20	40 Foot
AM Totals				97	115	101	83	69	465	93	396	99	
782	336PM	1	3024	26	24	16	18	19	103	21	84	21	40 Foot
	406PM	2	3436	26	30	32	29	14	131	26	117	29	40 Foot
	436PM	3	3410	21	26	21	18	14	100	20	86	22	40 Foot
	505PM	4	3430	12	21	16	13	8	70	14	62	16	40 Foot
	534PM	5	3448	6	8	6	5	3	29	6	26	7	40' - Coach
PM Totals				91	109	91	84	58	433	87	375	94	
782 Total				188	224	192	167	127	898	180	771	193	
783	533AM	1	3405	12	10	13	9	9	53	11	44	11	40 Foot
	601AM	2	3419	18	22	16	15	12	83	17	71	18	Coach
	628AM	3	3436	33	35	37	24	22	151	30	129	32	Coach
	658AM	4	3452	25	33	28	22	22	130	26	108	27	Coach
	728AM	5	3405	20	26	21	24	23	114	23	91	23	40 Foot
	821AM	6	3436	14	17	15	18	13	77	15	64	16	Coach
AM Totals				122	143	130	112	101	608	122	507	127	
783	338PM	1	3460	19	28	21	19	36	123	25	87	22	Coach
	410PM	2	3425	36	35	32	27	27	157	31	130	33	Coach
	439PM	3	3424	32	36	37	20	22	147	29	125	31	Coach
	509PM	4	3460	24	27	26	28	13	118	24	105	26	Coach
	539PM	5	3433	10	13	14	13	2	52	10	50	13	40' - Coach
PM Totals				121	139	130	107	100	597	119	497	124	
783 Total				243	282	260	219	201	1,205	241	1,004	251	
785	525AM	1	3401	15	19	14	12	5	65	13	60	15	** Coach
	548AM	2	3412	25	29	27	26	22	129	26	107	27	** Artic
	623AM	3	3429	41	41	50	38	28	198	40	170	43	Coach
	648AM	4	3447	44	46	44	62	36	232	46	196	49	** Artic
	702AM	5	3401	46	54	56	37	18	211	42	193	48	Coach
	715AM	6	3412	46	52	43	47	40	228	46	188	47	Coach
	730AM	7	3033	46	50	62	51	38	247	49	209	52	Coach
	745AM	8	3429	42	42	39	36	24	183	37	159	40	Coach
	800AM	9	3417	28	39	40	23	29	159	32	130	33	Coach
	818AM	10	3447	34	37	37	29	18	155	31	137	34	** 40' - Artic
	835AM	11	3435	22	22	23	33	19	119	24	100	25	40 Foot
AM Totals				389	431	435	394	277	1,926	385	1,649	412	
	308PM	1	3434	30	34	35	32	28	157	31	131	33	40' - Coach
	333PM	2	3551	42	43	40	42	33	200	40	167	42	** Artic
	403PM	3	3037	55	69	63	66	64	317	63	253	63	Artic
	411PM	4	3065	43	19	30	29	15	136	27	121	30	Coach
	434PM	5	3431	53	72	72	47	32	276	55	244	61	Artic
	448PM	6	3434	43	46	44	41	20	194	39	174	44	Coach
	502PM	7	3551	55	57	60	53	39	264	53	225	56	Artic
	533PM	8	3037	37	39	36	25	19	156	31	137	34	** 40' - Artic
	603PM	9	3431	17	19	22	15	9	82	16	73	18	40' - Artic
PM Totals				375	398	402	350	257	1,782	356	1,525	381	
785 Total				764	829	837	744	534	3,708	742	3,174	794	
Grand Total				2,997	3,216	3,106	2,775	2,301	14,395	2,879	12,094	3,024	

20.82% 22.34% 21.58% 19.28% 15.98% 100.00%

597	119		780
7,987	1,597		781-A
898	180		782
1,205	241		783
3,708	742		785
N/A	N/A		789

Maple Grove August 2014 Week "5"

Pick Eff 08/23/2014									Mon - Fri	Mon - Fri	Mon - Thu	Mon - Thu	Bus Type
Route	Trip Time	Trip #	Run #	0825	0826	0827	0828	0829	Total	Avg	Total	Avg	
780										5		4	
	553AM	1	3419	11	12	13	12	13	61	12	48	12	40 Foot
	625AM	2	3436	8	14	13	14	14	63	13	49	12	40 Foot
	656AM	3	3455	21	21	16	18	13	89	18	76	19	40 Foot
	728AM	4	3419	23	16	22	19	12	92	18	80	20	40 Foot
AM Totals				63	63	64	63	52	305	61	253	63	
780													
	335PM	1	3441	14	12	13	10	13	62	12	49	12	40 Foot
	404PM	2	3031	11	27	17	13	9	77	15	68	17	40 Foot
	432PM	3	3406	29	14	15	15	10	83	17	73	18	40 Foot
	514PM	4	3454	11	12	11	16	11	61	12	50	13	40 Foot
PM Totals				65	65	56	54	43	283	57	240	60	
780 Total				128	128	120	117	95	588	118	493	123	
781													
	546AM	1	3415	29	30	35	30	24	148	30	124	31	Artic
	542AM	2	3408	34	34	36	27	21	152	30	131	33	*** Artic
	553AM	3	3416	21	29	28	27	25	130	26	105	26	40' - Artic
	622AM	4	3433	24	30	28	29	23	134	27	111	28	Coach
	610AM	5	3423	39	39	38	31	27	174	35	147	37	Artic
	641AM	6	3443	53	52	61	55	34	255	51	221	55	Artic
	647AM	7	3445	34	41	40	48	29	192	38	163	41	Coach
	654AM	8	3453	38	58	40	57	38	231	46	193	48	Artic
	642AM	9	3440	57	53	49	53	46	258	52	212	53	Artic
	708AM	10	3415	42	39	49	34	24	188	38	164	41	Artic
	710AM	11	3401	19	36	33	37	18	143	29	125	31	Coach
	654AM	12	3446	50	44	35	33	27	189	38	162	41	*** Coach
	722AM	13	3416	60	54	66	63	40	283	57	243	61	Artic
	727AM	14	3459	62	51	44	50	21	228	46	207	52	Artic
	712AM	15	3457	34	32	43	30	37	176	35	139	35	Artic
	738AM	16	3433	37	34	38	41	31	181	36	150	38	Coach
	725AM	17	3408	46	44	43	45	39	217	43	178	45	Artic
	755AM	18	3443	51	50	38	42	31	212	42	181	45	Artic
	804AM	19	3453	26	36	40	26	13	141	28	128	32	Artic
	802AM	20	3423	46	54	46	49	38	233	47	195	49	Artic
	1129AM	21	3044	18	17	14	6	10	65	13	55	14	40 Foot
AM Totals				820	857	844	813	596	3,930	786	3,334	834	
781													
	1212PM	1	3044	20	23	18	21	56	138	28	82	21	40 Foot
	212PM	2	3003	18	31	26	37	95	207	41	112	28	40 Foot
	309PM	3	3445	33	42	45	45	83	248	50	165	41	Artic
	332PM	4	3453	36	47	33	44	42	202	40	160	40	Artic
	340PM	5	3413	19	26	28	19	30	122	24	92	23	40' - Artic
	351PM	6	3429	45	54	48	46	32	225	45	193	48	Artic
	400PM	7	3426	26	43	45	41	24	179	36	155	39	Artic
	405PM	8	3435	60	68	47	43	36	254	51	218	55	Coach
	407PM	9	3061	16	31	60	46	16	169	34	153	38	Coach
	414PM	10	3430	46	14	22	18	6	106	21	100	25	Coach
	421PM	11	3433	46	48	36	39	20	189	38	169	42	Coach
	424PM	12	3439	76	33	33	53	28	223	45	195	49	Coach
	430PM	13	3445	58	53	48	44	20	223	45	203	51	Artic
	435PM	14	3403	15	35	33	38	23	144	29	121	30	Artic
	441PM	15	3411	39	41	38	29	18	165	33	147	37	Coach
	455PM	16	3065	59	55	64	23	26	227	45	201	50	Artic
	456PM	17	3448	30	27	25	58	28	168	34	140	35	Artic
	504PM	18	3453	40	56	38	47	16	197	39	181	45	Artic
	506PM	19	3413	23	25	27	19	19	113	23	94	24	Artic
	518PM	20	3426	29	36	36	27	11	139	28	128	32	*** 40' - Artic
	532PM	21	3429	50	47	42	52	27	218	44	191	48	Artic
	602PM	22	3439	21	34	40	42	9	146	29	137	34	Coach
	632PM	23	3448	19	28	21	20	14	102	20	88	22	40' - Artic
PM Totals				824	897	853	851	679	4,104	821	3,426	856	
781 Total				1,644	1,754	1,697	1,664	1,275	8,034	1,607	6,759	1,690	
782													
	530AM	1	3401	12	12	11	10	6	51	10	45	11	40' - Coach
	559AM	2	3417	20	23	26	21	14	104	21	90	23	40' - Coach
	627AM	3	3435	15	22	20	28	16	101	20	85	21	40 Foot
	657AM	4	3450	22	26	28	26	18	120	24	102	26	40 Foot
	723AM	5	3458	22	28	24	25	12	111	22	99	25	40 Foot
AM Totals				91	111	109	110	66	487	97	421	105	

782	336PM	1	3454	18	20	24	19	19	100	20	81	20	40 Foot
	406PM	2	3434	21	30	35	25	11	122	24	111	28	40 Foot
	436PM	3	3420	31	22	24	32	11	120	24	109	27	40 Foot
	505PM	4	3441	16	19	12	12	9	68	14	59	15	40 Foot
	534PM	5	3430	8	7	8	11	7	39	8	32	8	40' - Coach
PM Totals				92	98	103	99	57	449	90	392	98	
782 Total				183	209	212	209	123	936	187	813	203	
783	533AM	1	3403	12	14	9	12	6	53	11	47	12	40 Foot
	601AM	2	3418	19	20	18	15	13	85	17	72	18	Coach
	628AM	3	3434	26	23	23	26	20	118	24	98	25	Coach
	658AM	4	3449	33	39	36	33	21	162	32	141	35	Coach
	728AM	5	3403	36	22	30	24	19	131	26	112	28	40 Foot
	821AM	6	3434	18	10	19	9	11	67	13	56	14	Coach
AM Totals				144	128	135	119	90	616	123	526	132	
783	338PM	1	3427	22	22	23	20	29	116	23	87	22	Coach
	410PM	2	3424	39	30	34	31	14	148	30	134	34	Coach
	439PM	3	3423	35	39	35	28	14	151	30	137	34	Coach
	509PM	4	3427	27	25	19	25	9	105	21	96	24	Coach
	539PM	5	3433	18	16	15	8	2	57	11	55	14	40' - Coach
PM Totals				139	132	126	112	68	577	115	509	127	
783 Total				283	260	261	231	158	1,193	239	1,035	259	
785	525AM	1	3010	17	17	14	12	13	73	15	60	15	Coach
	548AM	2	3413	31	29	25	23	17	125	25	108	27	*** Artic
	623AM	3	3428	42	47	36	36	23	184	37	161	40	Coach
	648AM	4	3444	49	44	60	31	21	205	41	184	46	Artic
	702AM	5	3010	38	42	39	52	23	194	39	171	43	Coach
	715AM	6	3413	49	48	55	44	26	222	44	196	49	Artic
	730AM	7	3035	44	50	49	50	26	219	44	193	48	Coach
	745AM	8	3428	46	37	41	42	35	201	40	166	42	Coach
	800AM	9	3417	31	33	30	31	15	140	28	125	31	Coach
	818AM	10	3444	22	28	26	22	18	116	23	98	25	*** 40' - Artic
	835AM	11	3435	21	19	26	23	12	101	20	89	22	40 Foot
AM Totals				390	394	401	366	229	1,780	356	1,551	388	
	308PM	1	3452	38	37	32	27	38	170	34	132	33	40' - Coach
	333PM	2	3028	39	32	43	37	29	180	36	151	38	*** Artic
	403PM	3	3060	59	62	63	61	32	277	55	245	61	Artic
	408PM	4	3019	19	43	31	21	13	127	25	114	29	Coach
	435PM	5	3421	74	67	56	56	32	285	57	253	63	Artic
	442PM	6	3452	27	22	21	19	9	98	20	89	22	Coach
	502PM	7	3028	60	65	59	59	25	268	54	243	61	Artic
	533PM	8	3060	37	22	38	33	7	137	27	130	33	*** 40' - Artic
	603PM	9	3421	17	16	18	19	7	77	15	70	18	40' - Artic
PM Totals				368	366	381	332	192	1,619	324	1,427	357	
785 Total				758	760	782	698	421	3,399	680	2,978	745	
Grand Total				2,996	3,111	3,052	2,919	2,072	14,150	2,830	12,078	3,020	

21.17% 21.99% 21.57% 20.63% 14.64% 100.00%

588	118	780
8,034	1,607	781-A
936	187	782
1,193	239	783
3,399	680	785
0	0	789
14,150	2,830	Total

Maple Grove September 2014 Week "1"

Pick Eff 08/23/2014				Tue	Wed	Thu	Fri	Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg	Bus Type
Route	Trip Time	Trip #	Run #	0902	0903	0904	0905		4		3	
780	553AM	1	3419	18	15	15	15	63	16	48	16	40 Foot
	625AM	2	3436	10	13	19	16	58	15	42	14	40 Foot
	656AM	3	3455	17	19	19	13	68	17	55	18	40 Foot
	728AM	4	3419	16	21	18	19	74	19	55	18	40 Foot
AM Totals				61	68	71	63	263	66	200	67	
780	335PM	1	3441	12	13	12	14	51	13	37	12	40 Foot
	404PM	2	3031	11	17	17	19	64	16	45	15	40 Foot
	432PM	3	3406	21	20	17	13	71	18	58	19	40 Foot
	514PM	4	3454	12	10	12	7	41	10	34	11	40 Foot
PM Totals				56	60	58	53	227	57	174	58	
780 Total				117	128	129	116	490	123	374	125	
781	542AM	2	3408	35	44	46	35	160	40	125	42	Artic
	546AM	1	3415	29	34	31	26	120	30	94	31	Artic
	553AM	3	3416	24	25	29	25	103	26	78	26	40' - Artic
	610AM	5	3423	30	41	30	32	133	33	101	34	Artic
	622AM	4	3433	32	36	31	32	131	33	99	33	Coach
	641AM	6	3443	51	56	58	47	212	53	165	55	Artic
	642AM	9	3440	57	60	51	43	211	53	168	56	Artic
	647AM	7	3445	31	43	49	39	162	41	123	41	Coach
	654AM	12	3446	38	45	43	44	170	43	126	42	Coach
	654AM	8	3453	48	64	52	39	203	51	164	55	Artic
	708AM	10	3415	40	32	41	40	153	38	113	38	Artic
	710AM	11	3401	33	43	31	33	140	35	107	36	Coach
	712AM	15	3457	42	51	48	46	187	47	141	47	Artic
	722AM	13	3416	64	63	63	51	241	60	190	63	Artic
	725AM	17	3408	50	60	60	39	209	52	170	57	Artic
	727AM	14	3459	34	48	37	40	159	40	119	40	Artic
	738AM	16	3433	39	41	39	31	150	38	119	40	Coach
	755AM	18	3443	37	36	40	49	162	41	113	38	Artic
	802AM	20	3423	65	63	50	58	236	59	178	59	Artic
	804AM	19	3453	30	20	27	23	100	25	77	26	Artic
	1129AM	21	3044	15	17	16	8	56	14	48	16	40 Foot
AM Totals				824	922	872	780	3,398	850	2,618	873	
781	1212PM	1	3044	25	17	26	41	109	27	68	23	40 Foot
	212PM	2	3003	46	21	27	48	142	36	94	31	40 Foot
	309PM	3	3445	47	51	60	59	217	54	158	53	Artic
	332PM	4	3453	43	47	40	43	173	43	130	43	Artic
	340PM	5	3413	29	24	34	39	126	32	87	29	40' - Artic
	351PM	6	3429	55	52	44	53	204	51	151	50	Artic
	400PM	7	3426	53	56	37	50	196	49	146	49	Artic
	405PM	8	3435	41	52	45	45	183	46	138	46	Coach
	407PM	9	3061	46	53	61	49	209	52	160	53	Coach
	414PM	10	3430	15	16	15	11	57	14	46	15	Coach
	421PM	11	3433	36	43	35	38	152	38	114	38	Coach
	424PM	12	3439	44	46	43	41	174	44	133	44	Coach
	430PM	13	3445	35	46	52	22	155	39	133	44	Artic
	435PM	14	3403	48	54	40	33	175	44	142	47	Artic
	441PM	15	3411	25	46	48	19	138	35	119	40	Coach
	455PM	16	3065	71	54	53	51	229	57	178	59	Artic
	456PM	17	3448	34	47	40	24	145	36	121	40	Artic
	504PM	18	3453	47	46	34	25	152	38	127	42	Artic
	506PM	19	3413	30	26	42	22	120	30	98	33	Artic
	518PM	20	3426	21	33	28	22	104	26	82	27	40' - Artic
	532PM	21	3429	42	64	43	33	182	46	149	50	Artic
	602PM	22	3439	34	43	55	21	153	38	132	44	Coach
	632PM	23	3448	30	31	32	20	113	28	93	31	40' - Artic
PM Totals				897	968	934	809	3,608	902	2,799	933	
781 Total				1,721	1,890	1,806	1,589	7,006	1,752	5,417	1,806	
782	530AM	1	3401	7	14	11	6	38	10	32	11	



	659AM	2	3417	24	23	27	24	98	25	74	25	40' - Coach
	627AM	3	3435	16	22	19	18	75	19	57	19	40 Foot
	657AM	4	3450	30	34	34	23	121	30	98	33	40 Foot
	723AM	5	3458	24	19	23	24	90	23	66	22	40 Foot
AM Totals				101	112	114	95	422	106	327	109	
782	336PM	1	3454	26	24	19	19	88	22	69	23	40 Foot
	406PM	2	3434	27	30	29	20	106	27	86	29	40 Foot
	436PM	3	3420	24	27	27	24	102	26	78	26	40 Foot
	505PM	4	3441	15	20	18	14	67	17	53	18	40 Foot
	534PM	5	3430	9	9	9	5	32	8	27	9	40' - Coach
PM Totals				101	110	102	82	395	99	313	104	
782 Total				202	222	216	177	817	204	640	213	
783	533AM	1	3403	11	12	11	7	41	10	34	11	40 Foot
	601AM	2	3418	17	19	18	15	69	17	54	18	Coach
	628AM	3	3434	28	34	33	24	119	30	95	32	Coach
	658AM	4	3449	34	20	42	34	130	33	96	32	Coach
	728AM	5	3403	30	38	35	32	135	34	103	34	40 Foot
	821AM	6	3434	16	16	17	14	63	16	49	16	Coach
AM Totals				136	139	156	126	557	139	431	144	
783	338PM	1	3427	14	15	15	28	72	18	44	15	Coach
	410PM	2	3424	36	37	44	29	146	37	117	39	Coach
	439PM	3	3423	45	53	43	24	165	41	141	47	Coach
	509PM	4	3427	29	34	25	15	103	26	88	29	Coach
	539PM	5	3433	19	18	13	7	57	14	50	17	Coach
PM Totals				143	157	140	103	543	136	440	147	
783 Total				279	296	296	229	1,100	275	871	290	
785	525AM	1	3010	16	20	16	11	63	16	52	17	Coach
	548AM	2	3413	27	27	26	18	98	25	80	27	Artic
	623AM	3	3428	39	38	40	29	146	37	117	39	Coach
	648AM	4	3444	32	50	75	41	198	50	157	52	Artic
	702AM	5	3010	55	53	50	37	195	49	158	53	Coach
	715AM	6	3413	39	60	63	43	205	51	162	54	Artic
	730AM	7	3035	44	52	65	49	210	53	161	54	Coach
	745AM	8	3428	46	48	45	45	184	46	139	46	Coach
	800AM	9	3417	21	31	35	27	114	29	87	29	Coach
	818AM	10	3444	40	45	31	20	136	34	116	39	40' - Artic
	835AM	11	3435	22	23	25	23	93	23	70	23	40 Foot
AM Totals				381	447	471	343	1,642	411	1,299	433	
785	308PM	1	3452	45	35	34	36	150	38	114	38	Artic
	333PM	2	3028	38	48	50	33	169	42	136	45	Artic
	403PM	3	3060	58	77	64	59	258	65	199	66	Coach
	408PM	4	3019	24	27	35	32	118	30	86	29	Artic
	435PM	5	3421	69	75	66	52	262	66	210	70	Coach
	442PM	6	3452	19	24	24	20	87	22	67	22	Artic
	502PM	7	3028	62	77	77	47	263	66	216	72	40' - Artic
	533PM	8	3060	40	38	35	24	137	34	113	38	40' - Artic
	603PM	9	3421	16	19	16	25	76	19	51	17	
PM Totals				371	420	401	328	1,520	380	1,192	397	
785 Total				752	867	872	671	3,162	791	2,491	830	
789	701AM	1	3030	50	42	41	27	160	40	133	44	Coach
	801AM	2	3445	36	36	43	44	159	40	115	38	
AM Totals				86	78	84	71	319	80	248	83	
	243PM	1	3052	32	29	25	24	110	28	86	29	Coach
	443PM	2	3052	35	42	41	26	144	36	118	39	Coach
AM Totals				67	71	66	50	254	64	204	68	
789 Total				153	149	150	121	573	143	452	151	
Grand Total				3,224	3,552	3,469	2,903	13,148	3,287	10,245	3,415	

24.52% 27.02% 26.38% 22.08% 100.00%

490	123	780
7,006	1,752	781-A

Maple Grove September 2014 Week "2"

Pick Eff 08/23/2014									Mon - Fri	Mon - Fri	Mon - Thu	Mon - Thu	Bus Type
Route	Trip Time	Trip #	Run #	0908	0909	0910	0911	0912	Total	Avg	Total	Avg	
780	553AM	1	3419	14	17	19	16	16	82	16	66	17	40 Foot
	625AM	2	3436	15	17	15	14	12	73	15	61	15	40 Foot
	656AM	3	3455	15	18	16	17	14	80	16	66	17	40 Foot
	728AM	4	3419	20	22	20	20	20	102	20	82	21	40 Foot
AM Totals				64	74	70	67	62	337	67	275	69	
780	335PM	1	3441	9	11	13	14	15	62	12	47	12	40 Foot
	404PM	2	3031	17	23	27	13	20	100	20	80	20	40 Foot
	432PM	3	3406	17	20	17	20	19	93	19	74	19	40 Foot
	514PM	4	3454	14	12	9	11	10	56	11	46	12	40 Foot
PM Totals				57	66	66	58	64	311	62	247	62	
780 Total				121	140	136	125	126	648	130	522	131	
781	546AM	1	3415	32	42	38	30	37	179	36	142	36	Artic
	542AM	2	3408	40	48	28	36	28	180	36	152	38	*** Artic
	553AM	3	3416	19	24	31	28	22	124	25	102	26	40' - Artic
	622AM	4	3433	36	33	36	33	32	170	34	138	35	Coach
	610AM	5	3423	35	43	35	32	23	168	34	145	36	Artic
	641AM	6	3443	43	53	43	49	34	222	44	188	47	Artic
	647AM	7	3445	43	50	53	40	50	236	47	186	47	Coach
	654AM	8	3453	47	32	45	52	42	218	44	176	44	Artic
	642AM	9	3440	50	56	42	49	43	240	48	197	49	Artic
	708AM	10	3415	43	35	36	38	33	185	37	152	38	Artic
	710AM	11	3401	49	36	26	42	20	173	35	153	38	Coach
	654AM	12	3446	34	39	45	34	41	193	39	152	38	*** Coach
	722AM	13	3416	60	63	62	51	61	297	59	236	59	Artic
	727AM	14	3459	48	47	37	54	34	220	44	186	47	Artic
	712AM	15	3457	42	47	58	35	35	217	43	182	46	Artic
	738AM	16	3433	42	48	49	38	42	219	44	177	44	Coach
	725AM	17	3408	51	45	33	43	29	201	40	172	43	Artic
	755AM	18	3443	46	55	59	45	43	248	50	205	51	Artic
	804AM	19	3453	59	35	45	28	26	193	39	167	42	Artic
	802AM	20	3423	61	72	69	52	48	302	60	254	64	Artic
	1129AM	21	3044	13	16	14	14	12	69	14	57	14	40 Foot
AM Totals				893	919	884	823	735	4,254	851	3,519	880	
781	1212PM	1	3044	21	22	23	37	48	151	30	103	26	40 Foot
	212PM	2	3003	33	42	29	30	53	187	37	134	34	40 Foot
	309PM	3	3445	56	59	53	47	44	259	52	215	54	Artic
	332PM	4	3453	45	40	35	50	53	223	45	170	43	Artic
	340PM	5	3413	38	28	35	32	42	175	35	133	33	40' - Artic
	351PM	6	3429	59	43	63	44	49	258	52	209	52	Artic
	400PM	7	3426	46	57	46	34	44	227	45	183	46	Artic
	405PM	8	3435	73	40	57	55	51	276	55	225	56	Coach
	407PM	9	3061	47	50	26	42	21	186	37	165	41	Coach
	414PM	10	3430	20	39	30	15	15	119	24	104	26	Coach
	421PM	11	3433	40	35	35	36	41	187	37	146	37	Coach
	424PM	12	3439	68	51	70	64	32	285	57	253	63	Coach
	430PM	13	3445	36	46	58	22	30	192	38	162	41	Artic
	435PM	14	3403	30	67	47	43	34	221	44	187	47	Artic
	441PM	15	3411	44	40	42	52	20	198	40	178	45	Coach
	455PM	16	3065	53	50	56	15	17	191	38	174	44	Artic
	456PM	17	3448	28	30	45	61	39	203	41	164	41	Artic
	504PM	18	3453	40	40	38	46	29	193	39	164	41	Artic
	506PM	19	3413	39	31	21	18	17	126	25	109	27	Artic
	518PM	20	3426	37	35	28	22	20	142	28	122	31	*** 40' - Artic
	532PM	21	3429	38	46	44	55	36	219	44	183	46	Artic
	602PM	22	3439	46	46	55	47	29	223	45	194	49	Coach
	632PM	23	3448	21	34	24	35	23	137	27	114	29	40' - Artic
PM Totals				958	971	960	902	787	4,578	916	3,791	948	
781 Total				1,851	1,890	1,844	1,725	1,522	8,832	1,766	7,310	1,828	

782	530AM	1	3401	10	6	10	11	11	48	10	37	9	40' - Coach
	559AM	2	3417	25	34	29	27	24	139	28	115	29	40' - Coach
	627AM	3	3435	20	22	23	24	17	106	21	89	22	40 Foot
	657AM	4	3450	35	40	29	25	25	154	31	129	32	40 Foot
	723AM	5	3458	24	22	21	26	18	111	22	93	23	40 Foot
AM Totals				114	124	112	113	95	558	112	463	116	
782	336PM	1	3454	26	29	20	21	23	119	24	96	24	40 Foot
	406PM	2	3434	26	24	30	30	25	135	27	110	28	40 Foot
	436PM	3	3420	25	30	26	26	17	124	25	107	27	40 Foot
	505PM	4	3441	21	25	20	16	11	93	19	82	21	40 Foot
	534PM	5	3430	5	7	7	6	7	32	6	25	6	40' - Coach
PM Totals				103	115	103	99	83	503	101	420	105	
782 Total				217	239	215	212	178	1,061	212	883	221	
783	533AM	1	3403	9	13	12	13	8	55	11	47	12	40 Foot
	601AM	2	3418	16	16	14	11	12	69	14	57	14	Coach
	628AM	3	3434	30	33	24	22	20	129	26	109	27	Coach
	658AM	4	3449	40	43	40	41	34	198	40	164	41	Coach
	728AM	5	3403	37	31	31	32	20	151	30	131	33	40 Foot
	821AM	6	3434	19	17	21	17	16	90	18	74	19	Coach
AM Totals				151	153	142	136	110	692	138	582	146	
783	338PM	1	3427	22	22	21	14	30	109	22	79	20	Coach
	410PM	2	3424	45	36	32	39	32	184	37	152	38	Coach
	439PM	3	3423	37	50	44	31	23	185	37	162	41	Coach
	509PM	4	3427	32	26	22	33	23	136	27	113	28	Coach
	539PM	5	3433	14	15	15	13	5	62	12	57	14	40' - Coach
PM Totals				150	149	134	130	113	676	135	563	141	
783 Total				301	302	276	266	223	1,368	274	1,145	286	
785	525AM	1	3010	12	18	12	17	11	70	14	59	15	Coach
	548AM	2	3413	29	31	23	28	19	130	26	111	28	*** Artic
	623AM	3	3428	41	45	41	31	30	188	38	158	40	Coach
	648AM	4	3444	40	46	44	48	41	219	44	178	45	Artic
	702AM	5	3010	19	44	48	47	29	187	37	158	40	Coach
	715AM	6	3413	59	50	46	48	42	245	49	203	51	Artic
	730AM	7	3035	41	60	62	55	44	262	52	218	55	Coach
	745AM	8	3428	47	56	40	49	37	229	46	192	48	Coach
	800AM	9	3417	40	26	39	31	34	170	34	136	34	Coach
	818AM	10	3444	42	32	39	24	21	158	32	137	34	*** 40' - Artic
	835AM	11	3435	29	25	29	30	23	136	27	113	28	40 Foot
AM Totals				399	433	423	408	331	1,994	399	1,663	416	
785	308PM	1	3452	32	28	28	26	36	150	30	114	29	40' - Coach
	333PM	2	3028	30	41	37	42	44	194	39	150	38	*** Artic
	403PM	3	3060	78	70	49	51	54	302	60	248	62	Artic
	408PM	4	3019	23	41	40	31	20	155	31	135	34	Coach
	435PM	5	3421	78	61	78	72	40	329	66	289	72	Artic
	442PM	6	3452	34	23	34	33	14	138	28	124	31	Coach
	502PM	7	3028	59	80	68	70	62	339	68	277	69	Artic
	533PM	8	3060	42	35	33	28	17	155	31	138	35	*** 40' - Artic
	603PM	9	3421	19	22	21	22	13	97	19	84	21	40' - Artic
PM Totals				395	401	388	375	300	1,859	372	1,559	390	
785 Total				794	834	811	783	631	3,853	771	3,222	806	
789	701AM	1	3030	41	42	39	44	31	197	39	166	42	Coach
	801AM	2	3445	54	48	34	45	32	214	43	182	46	40' - Coach
AM Totals				95	91	73	89	63	411	82	348	87	
789	243PM	1	3052	24	24	30	21	21	120	24	99	25	Coach
	443PM	2	3052	55	30	28	32	25	170	34	145	36	Coach
AM Totals				79	54	58	53	46	290	58	244	61	
789 Total				174	145	131	142	109	701	140	592	148	
Grand Total				3,458	3,550	3,413	3,253	2,789	16,463	3,293	13,674	3,419	

21.00% 21.56% 20.73% 19.76% 16.94% 100.00%

648	130	780
8,832	1,766	781-A
1,061	212	782

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: September 30, 2014

Item Number: E.

Agenda Item: Recruitment of Transit Commissioners

The Maple Grove Transit Commission has vacancies for representation of Route 782 and 785. Flyer will be placed on the buses in early October recruiting potential new members for consideration. Applications will be due November 6. Interviews will be conducted at our November 25 meeting. Please enclosed related materials for the recruitment and application process.

Vacancy on Maple Grove Transit Commission Route 782 and 785 Representative

The City of Maple Grove is accepting applications for a vacancy on the Maple Grove Transit Commission representing Route 782 and Route 785.

The commission exists in order to provide user input into the operations and assess future transit needs. The commission typically meets the last Tuesday of January, March, May, July, September and November at 6:30 p.m. Members serve two-year terms.

Commission members must be a Maple Grove resident and use the service on average three days a week.

For an application, contact the Transit Administrator at transit@maplegrovern.gov or 763-494-6005. Applications are also available at www.maplegrovetransit.org under Rider Alerts. ***Applications are due by November 6, 2014.***

All individuals are encouraged to apply. The City of Maple Grove is committed to a policy of nondiscrimination in relation to race, color, creed, religion, age, national origin, sex, sexual orientation, marital status, public assistance status, disability, handicap or political affiliation. Maple Grove is an Equal Opportunity/Affirmative Action employer.

Maple Grove Transit Transit Commission Application Process

Transit Commission members must be a resident of the City of Maple Grove and ride the services at least three times a week on a regular basis. Historically, applicants have been primarily solicited by placing the application on the buses as a Rider Alert flyer. Federal regulations under the Civil Rights Title VI program require transit programs receiving federal funding to follow the clause below:

- *Recipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar bodies, the membership of which is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees or councils.*

While the City is challenged out here in Maple Grove to find relevant organizations to send applications to boost recruitment efforts for minorities, the applications will be sent to:

- Places of Worship in Maple Grove
- Northwest Hennepin Human Services Council
- Maple Grove Library
- City of Maple Grove website
- Maple Grove Patch
- Osseo-Maple Grove Press and News
- Maple Grove Community Center
- Osseo Area Schools District 279
- CROSS Food Shelf
- Housing for All
- Maple Grove Transit buses

The following language was also added to the ***attached*** application:

- All individuals encouraged to apply. The City of Maple Grove is committed to a policy of nondiscrimination in relation to race, color, creed, religion, age, national origin, sex, sexual orientation, marital status, public assistance status, disability, handicap or political affiliation. Maple Grove is an Equal Opportunity/Affirmative Action employer.

Application for Maple Grove Transit Commission– Route 782

The City of Maple Grove is accepting applications for two vacancies on the Maple Grove Transit Commission representing Route 78 and Route 785. The commission exists in order to provide user input into the operations and assess future transit needs. The commission typically meets the last Tuesday of January, March, May, July, September and November at 6:30 p.m. Members serve two-year terms. Commission members must be a Maple Grove resident and use the service on average three days a week. Send completed Application to Mike Opatz, Transit Administrator, City of Maple Grove, P.O. Box 1180, Maple Grove, MN 55311-6180. You may fax or e-mail your application to 763-494-6421 or transit@maplegrovern.mn.gov. If you have questions, please call 763-494-6005. ***Please submit application by November 6, 2014.***

Name _____

Address _____

Resident of Maple Grove (years) _____ Phone (home) _____

Current Bus Route/Trip# _____ How often do you ride _____ How long have you been riding _____

Name of Employer _____

Occupation _____ Phone (work) _____

Education (Please indicate highest grade completed or highest degree and major course of study) _____

Please list past and present civic activities and organizational memberships, particularly those which may be relevant to the appointment you are seeking. Use additional pages as necessary.

Briefly describe other qualifications, experience, and other information which you would like the City to consider or which you believe are particularly relevant to the appointment you are seeking. Use additional pages as necessary.

Briefly describe your primary motivation for appointment to the Transit Commission. Use additional pages as necessary.

This application will be retained for one year from date of receipt.

Date Received: _____ Date Appointed _____

Data Privacy Information- The information provided by you on this application will be used to determine your suitability for appointment to a board or commission with the City of Maple Grove and to provide you with information pertaining to your application for this committee or board. If you are selected, a list containing your name, address and telephone number(s) will be distributed to appropriate staff. Participation as a board/commission member is strictly voluntary, and you are not required by law to furnish any of the information requested on this application. If you do not furnish this information, however, we may have trouble determining your suitability for appointment, contacting you with information regarding your application and, if selected, with your duties on the board or commission. Under Minnesota State statutes, the following information about you is public: name, address and city/state/zip code, job history, education and training and work availability. Any other information collected on this application form is private data and will be accessible only to you, pertinent City of Maple Grove staff, or as provided for by Minnesota statutes.

All individuals are encouraged to apply. The City of Maple Grove is committed to a policy of nondiscrimination in relation to race, color, creed, religion, age, national origin, sex, sexual orientation, marital status, public assistance status, disability, handicap or political affiliation. Maple Grove is an Equal Opportunity/Affirmative Action employer.

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: September 30, 2014

Item Number: F.

Agenda Item: New Federal Reporting Requirements

The Federal Transit Administration has made several changes to the regulations for information that all transit providers submit to the National Transit Database (NTD). The NTD is clearinghouse for all transit data on a national basis. The information becomes the basis of some federal formula funds for capital purposes called Section 5307 funds. Maple Grove earns about \$250,000 annually from this program.

In the past, the Metropolitan Council took the lead on submitting the NTD data on the behalf of all local transit agencies. That responsibilities will now reside with each individual transit provider. This will require Maple Grove to set up a NTD identification and data portal. Most of the basic information will be fairly routine and similar to the current process in reporting operating costs, revenue, passengers, service hours, service miles, and capital expenditures.

The biggest change will be the requirement to develop and implement a sampling program that links ridership to miles traveled. The reporting safety and security data will also be new and a fairly large undertaking. These two items are currently being further researched as to the processes and challenges related to the new requirements

See attached related documents.

Mike Opatz

From: Harper, John <john.harper@metc.state.mn.us>
Sent: Tuesday, September 16, 2014 3:39 PM
To: Mike Opatz; Sarah Hellekson; Dave Jacobson; Len Simich; 'Casey McCabe'; Kyle Sobota; Michael Leek; Jen Lehmann; Beverley Miller; Lois Spear; Joseph Dahip; alla0111@umn.edu
Cc: Aagesen-Huebner, Heather; Sutton, Gerri; Rude, Dana; McCarthy, Arlene; McBride, Becky; Schantzen, Nancy
Subject: URGENT - Changes in NTD reporting requirements for all regional providers
Attachments: Steps for reporting to NTD.docx

Regional provider representatives,

I believe you are all aware that FTA intends to eliminate consolidated NTD reporting. The result of the rule change is that all NTD reporters must submit reports directly to FTA instead of through Metropolitan Council.

FTA considers consolidated reporting undesirable for a number of reasons including addition of a small system waiver for systems with fewer than 30 vehicles in maximum service (and no FG and HIB) and streamlined data analysis. The change was proposed by FTA in a Federal Register notice posted August 19 and is currently in the review process (comments due by September 18); for additional information regarding the notice, see link at bottom of this email. Although still in the review stage, the likelihood of implementation is nearly certain.

Because of the likelihood of the change, I have been working with FTA representatives to develop a path forward for each NTD reporter in this region. According to FTA, Metropolitan Council will be allowed to submit a consolidated report for calendar year (CY) 2014, but each provider must submit their own reports for CY2015 and beyond.

To facilitate the process, I have created a summary of the basic requirements for NTD reporting, which is attached. The document also contains contacts and links to resources. A summary of some initial next steps (assuming consolidated reporting is eliminated) for STPs includes:

- Submit written request to FTA for an NTD ID
- Identify NTD User Manager for your agency
- Review available FTA Training
- Identify implementation schedule to meet requirements (audits, monthly reporting, sampling, etc.)

Be aware that information included in this email and the attachment are intended to be a summary and may not include all requirements. Therefore, please direct questions about requesting an NTD ID and preparing to report to Dan Barns, NTD analyst, whose contact info is included in the attached document.

Thank you.

Federal Register link – <http://www.gpo.gov/fdsys/pkg/FR-2014-08-19/pdf/2014-19605.pdf>

Steps for reporting to NTD

Who reports – If you are a transit provider, state, or Metropolitan Planning Organization (MPO) that receives Urbanized Area Formula Program (§5307) grants, or that directly benefits from these grants, you must report to the NTD. The requirement to report begins in the year after you apply for a §5307 grant, or in the year in which benefits are first received from a §5307 grant, whichever is sooner. The reporting requirement lasts for as long as either the §5307 application remains open, or throughout the minimum useful life of any capital assets purchased with §5307 grant funds, whichever is longer. Please note that this means that you may be required to report in a year in which no §5307 grant funds were received. An NTD reporter that is no longer required to report to the NTD should continue to file NTD reports if that reporter intends to apply for a §5307 grant in the future.

In addition, FTA encourages all providers of transit service in urbanized areas to report to the NTD, regardless of whether they are public or private, and regardless of whether or not they receive or benefit from §5307 grants. To be accepted as a voluntary reporter in the NTD, you must be a provider of transit services in at least one urbanized area (UZA), and be able to comply with all of the NTD reporting requirements and the Uniform System of Accounts (USOA). All urbanized area NTD reporters are required to comply with all NTD requirements for the Annual, Monthly, and Safety & Security Modules.

What to report - The NTD Annual Report consists of a series of forms and declarations that provide a summary of transit characteristics for the fiscal year, including financial and non-financial operating statistics. It must contain all the public transportation services, including complementary paratransit services required by the Americans with Disabilities Act of 1990 (ADA) that the transit agency provides or purchases.

It must contain all of the public transportation services provided by your organization, whether directly operated or purchased transportation. All public transportation services must be included, regardless of whether it is urbanized area service or rural service. All revenues and expenditures for public transportation activities must be included, including planning activities and capital expenditures for modes not yet in service.

For purchased transportation services, the report must contain data only for those services under contract.

In addition to annual reporting, each agency must submit monthly reports. See section below for additional information on monthly reporting.

How to report - Each reporter is assigned a unique four-digit NTD Identification Number, which is to be used in all NTD reports and correspondence. The first digit of the NTD ID corresponds to the FTA Region where the reporter is located (e.g., 9### indicates Region IX).

New reporters - All new reporters, both required and voluntary reporters, must first submit a written request to FTA for an NTD ID. If the request for an NTD ID is approved, the first report year is dependent upon when the request was received (refer to the New Agency Reporting Timelines Exhibit below). If the request is received by NTD within the first six months of a fiscal year, the agency will submit its first NTD report for the current fiscal year. If the request is received during the last six months of a fiscal year, the agency will report during the next fiscal year. The due date of a new agency's first report can vary depending on its fiscal year, and when its new ID request is received by the NTD. Below are common examples of transit agency fiscal years.

The written request to FTA for an NTD ID should be submitted by the CEO of the transit agency, company, city or other entity that will be filing the report. You should send the letter to the mailing address listed in the contacts section below. The CEO's letter must be on letterhead and should state the following:

- Legal name and mailing address of the transit agency;
- Name, title, address, telephone number, facsimile number and e-mail addresses of the CEO, NTD contact person,
- and the safety and security contact person(s);
- Fiscal year end date;
- Public transit modes operated by TOS (DO or PT);
- Number of vehicles operated in annual maximum service (VOMS) across all modes and TOS;
- Description of service, if service is being operated, including route maps, schedules and fare structure;
- Date (month and year) of grant request for §5307 Program funds if a designated recipient;
- Date (month and year) of expenses first incurred for reimbursement under the §5307 funds if a designated recipient;
- Any related information or relationships with other NTD transit agencies; and
- A request to obtain an NTD ID and become an NTD reporter.

Independent Auditor Statement for Financial Data (IAS-FD) – The IAS-FD is usually a one-time review that determines if the transit agency's accounting system meets FTA requirements. Review to confirm use of accrual accounting and Uniform System of Accounts (USOA), or a directly translatable method. Approval is granted in writing from FTA. If a transit agency meets the requirements in the prior year and has not changed its accounting system, FTA waives the requirement for an annual IAS-FD.

Independent Auditor Statement for Federal Funding Allocation Data (IAS-FFA) – Transit agencies that are in or serve urbanized areas (UZA) with populations of 200,000 or more, and whose report covers 100 or more vehicles operated in annual maximum service (VOMS) across all modes and types of service (TOS), are required to have an independent auditor review all NTD data used in the Urbanized Area Formula Program (UAF) and the State of Good Repair (5337) and Bus and Bus Facilities (5339)

allocations. This is an annual requirement. Transit agencies other than those stated above would only submit this statement if requested by FTA.

FTA provides a suggested list of procedures to satisfy the requirements of the IAS – FFA review. The procedures are an aid for an auditor to conduct in its review of data items used in the UAF and the State of Good Repair (5337) and Bus and Bus Facilities (5339) allocations. These procedures allow the auditor to make the assurances about data collection, supervision and records retention specified in the suggested IAS–FFA.

Passenger mile sampling - The counting of all unlinked passenger trips or all passenger miles traveled consumed is called a 100 percent count. If available and reliable, you must report 100 percent counts of either or both PMT and UPT. This requirement applies to all modes and types of service.

Your transit agency may use any data sampling technique, by mode and TOS, which meets the 95 percent confidence and ± 10 percent precision levels. Your transit agency may use different sampling techniques for each mode/TOS combination.

To assist transit agencies, FTA has developed acceptable PMT and UPT sampling procedures for all modes. Your transit agency may also use any other procedure (alternative technique) that meets FTA requirements. If your transit agency samples, you must follow the sampling technique exactly. You may choose to oversample your data, provided that the oversampling is selected randomly from all vehicle runs operated. However, you may not in any case collect a smaller sample than is prescribed by the sampling plan. You should not change: 1) the prescribed number of trips in the sample except to randomly oversample or 2) the approach for selecting trips that comprise the sample.

FTA issued the National Transit Database Sampling Manual in 2009 to help transit agencies prepare sampling plans that are tailored to their operating environment. The manual covers the development of sampling plans for all modes. If data are not available for a particular mode, default sampling plans are provided. If data are available, then customized sampling plans can be developed using downloadable templates.

You do not need to get approval from FTA nor from a qualified statistician to use the approaches outline in the manual unless you are using APC's to collect your data—in which case the usual APC approval requirements apply.

Your transit agency may also use any other procedure (alternative technique) approved by a qualified statistician. An alternative sampling technique is a statistically valid technique, other than a 100 percent count of both UPT and PMT and other than the sampling technique described in the National Transit Database Sampling Manual. A qualified statistician is someone who can ensure that FTA statistical sampling requirements are met. FTA does not prescribe specific statistician qualifications. Instead, it requires your transit agency to ensure that the statistician is suitably qualified. The statistician may be an in-house staff person with a working knowledge and an education or background in statistics. The statistician also may be a hired consultant with appropriate qualifications.

FTA does not review or approve alternative sampling techniques. A qualified statistician must design the sampling technique to meet FTA's confidence and precision levels. You must document and retain in your files both the technique and the statistician's approval.

Monthly reporting – Agencies that submit annual NTD report must also provide certain data to NTD on a monthly basis. These reports include one for summary statistics (passenger trips, revenue hours, revenue miles, vehicles operated in maximum service) and one for safety and security events. Each report is submitted on a calendar month basis and is due to NTD no later than the end of the following month.

User manager – The NTD reporting software does not support shared accounts. Furthermore, the NTD is built for self-service account management, which means someone in your organization will need to manage these user accounts. Each agency must designate a User Manager before reporting begins.

Training – FTA provides NTD training through National Transit Institute. Four sessions for annual reporting for urban reporters are available at various locations throughout the country between now and March 2015. Details can be found at <http://www.ntionline.com/courses/courseinfo.php?id=7> . FTA may be willing to provide this training locally if approached by local reporters.

In addition, consultants may be willing to provide local training for a fee. I believe Brian McCollom can be hired to provide introductory training; I provide his contact information below.

Contacts and resources –

Federal Transit Administration
National Transit Database
943 Glenwood Station Lane, Suite 102
Charlottesville, VA 22901

Dan Barns – NTD analyst
dbarns@bcgtrans.com
434-299-8845

Brian McCollom
McCollom Management Consulting, Inc.
Brian@mccollomconsulting.com
240-602-7639

NTD website – <http://www.ntdprogram.gov/ntdprogram/>

Annual reporting manual –

http://www.ntdprogram.gov/ntdprogram/pubs/ARM/2013/html/2013_Reporting_Manual_Table_of_Contents.html

Monthly reporting manual –

<http://www.ntdprogram.gov/ntdprogram/pubs/MonthlyRidership/2014/2014%20Monthly%20Ridership%20Reporting%20Manual.pdf>

Safety and security reporting manual –

<http://www.ntdprogram.gov/ntdprogram/pubs/safetyRM/2014/2014%20Safety%20&%20Security%20Reporting%20Manual.pdf>

Sampling manual – http://www.ntdprogram.gov/ntdprogram/misc/The_NTD_Sampling_Manual.pdf

F. Proposed Elimination of Consolidated Reporting and Update of Small Systems Waiver Reporting

FTA proposes to eliminate consolidated reports and have all urbanized area transit providers report directly to the NTD. FTA has previously allowed some urbanized area transit agencies to submit consolidated NTD reports for other transit providers. Typically this involves a large municipal operator reporting for smaller fixed-route, demand-response, and vanpool services in their area. These exceptions have been allowed to minimize the reporting burden on small transit operators that might not otherwise report to the NTD. In particular, by consolidating their NTD Reports, small transit operators were able to avoid the burden of filing separate reports, as well as the burden of reporting operating expenses by object class. However, consolidated NTD reporters have been still required to conduct passenger mile sampling, and have been still required to report to the Monthly Module and the Safety and Security Module.

Since 2011, FTA has reduced reporting requirements for urbanized area transit systems with 30 or fewer vehicles through the small system waiver. These systems are exempt from sampling for passenger miles and report only summary financial and operating statistics, similar to what is required of rural subrecipients. They also report contact information, funding allocation information, a revenue vehicle inventory, data on stations and maintenance facilities, and total injuries, fatalities,

and safety incidents. FTA requires their reports to be reviewed by an auditor and certified by the CEO. Systems using the small systems waiver are exempt from the reporting requirements for the Monthly and Safety & Security Modules.

There are currently fewer than ten consolidated reporters in the NTD. However, consolidated reporting makes it difficult to validate and assure the accuracy of NTD data. It complicates NTD data presentation and makes it harder to use the NTD to answer basic questions about the transit industry. With the introduction of the small systems waiver in the 2011 reporting cycle, small urban transit systems can now enjoy reduced reporting requirements without having to participate in a consolidated report. In fact, small transit systems that currently participate in a consolidated report will actually be required to provide less data under this change, as a small systems waiver will eliminate the requirement to report passenger miles and monthly operational statistics. Under this proposal, reports for each transit system would have to be filed under a unique NTD ID number and consolidated reports would no longer be allowed.

Additionally, FTA wishes to clarify the requirements for a small systems waiver report to require that a reporter must use a B-30 form to identify each contractor used for purchased transportation service (see above), and must also use a D-10 Form to certify their data at the end of their report.

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: September 30, 2014

Item Number: G.

Agenda Item: Articulated Bus Procurement

The City of Maple Grove is working with the Metropolitan Council and Metro Transit to replace eleven 12-year old articulated buses. The Metropolitan Council arranges the funding for these buses using for federal and state funds. In addition, Maple Grove has been awarded a federal grant to purchase four articulated buses for expansion purposes. New Flyer from St. Cloud, MN has been awarded both bus procurement contracts. The Metropolitan Council will retain the title for these buses. The four expansion buses will arrive first with a mid-2015 delivery date expected. The replacement buses will be delivered toward the end of 2015 or early 2016. The bus specifications are identical to the three New Flyer articulated buses that were delivered in September of 2013. The buses seat 59 passengers and have an approximate cost of \$726,000 each.

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: September 30, 2014

Item Number: H.

Agenda Item: Date and Time of Next Meeting / Adjournment

Recommended Committee Action:

Motion made by Commission member _____, seconded by Commission member _____, to adjourn.

A. Next Scheduled Meeting:

- November 25, 2014